



US008276974B2

(12) **United States Patent**
Vilcek et al.

(10) **Patent No.:** **US 8,276,974 B2**
(45) **Date of Patent:** **Oct. 2, 2012**

(54) **NOISE REDUCTION MEMBER AND SYSTEM**

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(*) Notice: Subject to any disclaimer, the term of this patent is extended or adjusted under 35 U.S.C. 154(b) by 0 days.

(21) Appl. No.: **13/113,164**

(22) Filed: **May 23, 2011**

(65) **Prior Publication Data**

US 2011/0221234 A1 Sep. 15, 2011

Related U.S. Application Data

(63) Continuation of application No. 12/550,478, filed on Aug. 31, 2009, now Pat. No. 7,950,723, which is a continuation of application No. 11/420,090, filed on May 24, 2006, now Pat. No. 7,597,382.

(60) Provisional application No. 60/688,255, filed on Jun. 7, 2005.

(51) **Int. Cl.**
B62D 25/04 (2006.01)

(52) **U.S. Cl.** **296/187.02**; 296/193.06

(58) **Field of Classification Search** 296/187.02,
296/193.07, 193.06

See application file for complete search history.

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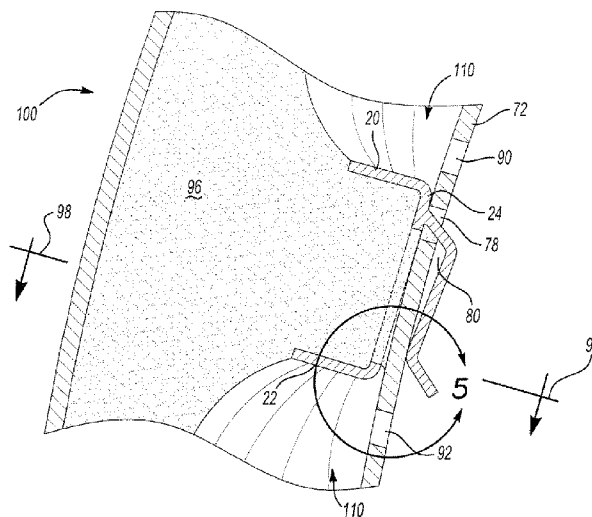
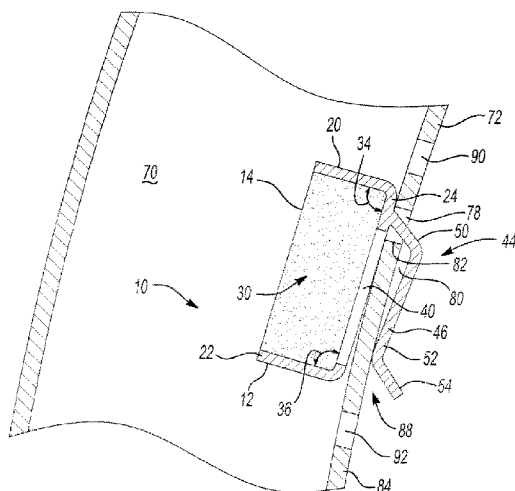
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(57) **ABSTRACT**

There is disclosed a noise reduction member. Preferably, the noise reduction member is employed for sealing or baffling within a pillar or other structure of an automotive vehicle, although not required.

15 Claims, 2 Drawing Sheets



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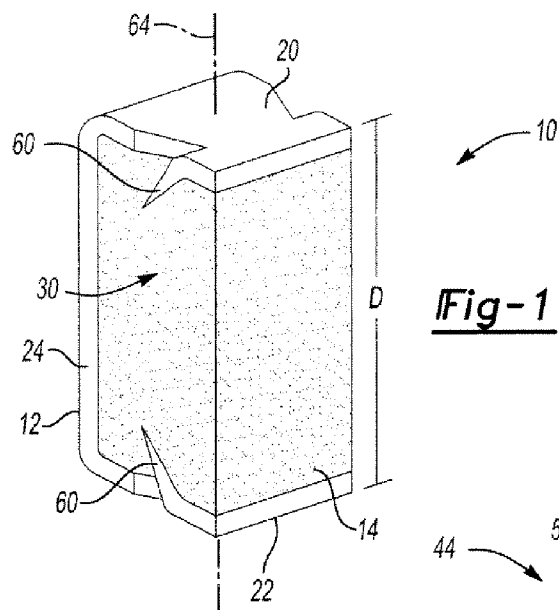


Fig-1

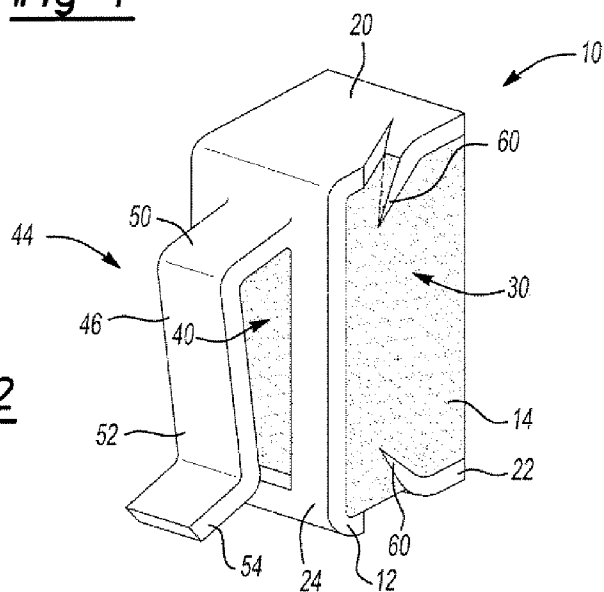


Fig-2

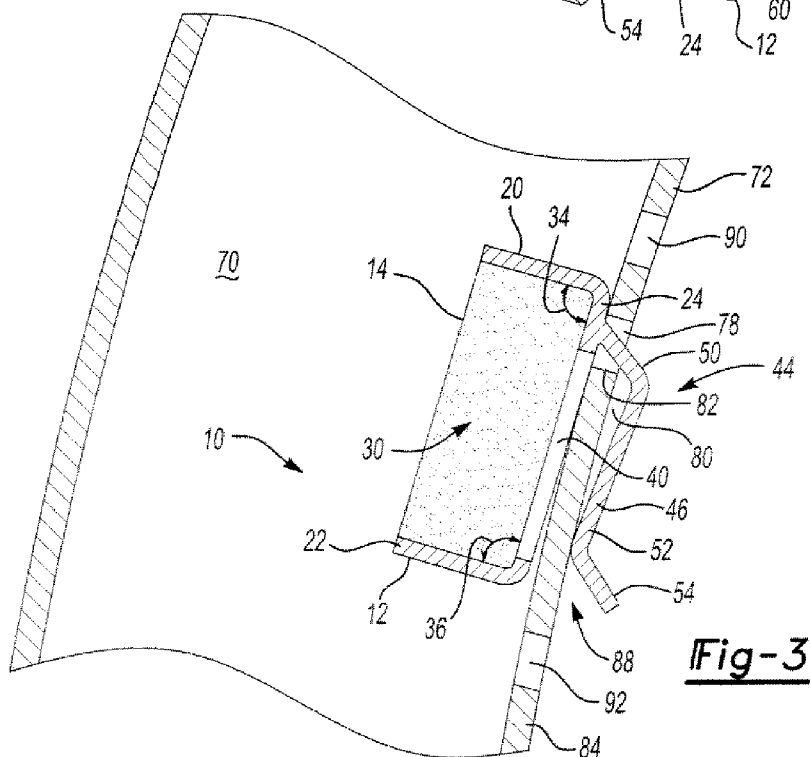
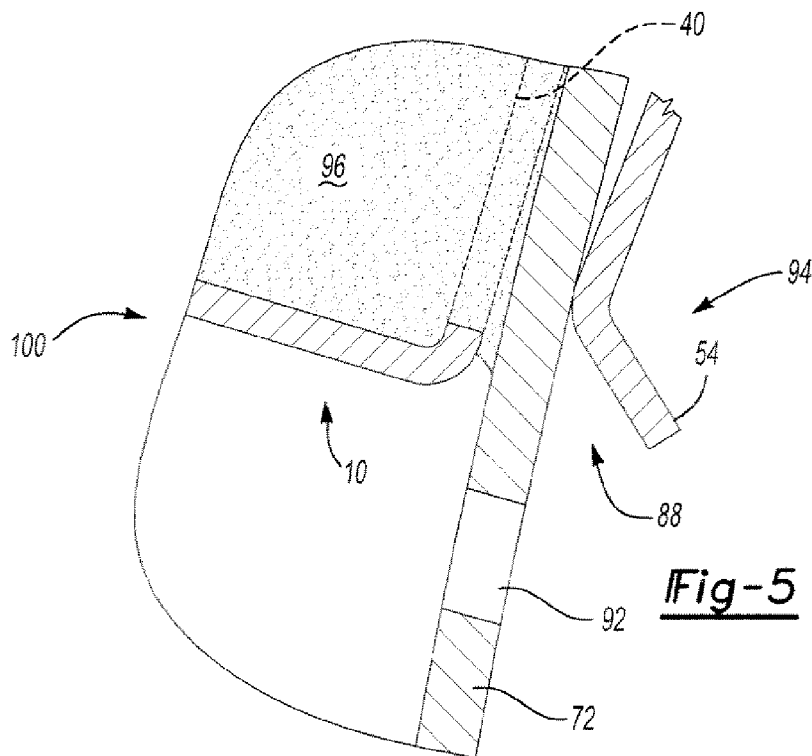
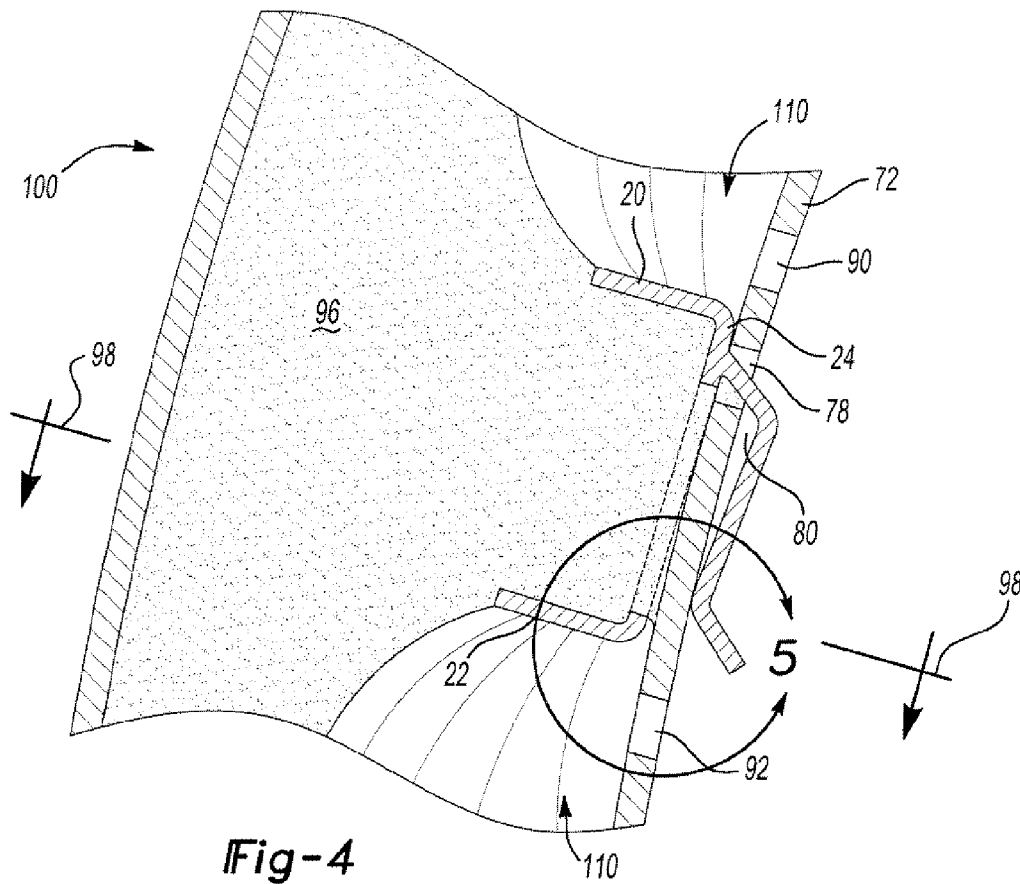


Fig-3



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NOISE REDUCTION MEMBER AND SYSTEM**CLAIM OF PRIORITY**

The present application claims the benefit of the priority of U.S. Provisional Application Ser. No. 60/688,255 filed Jun. 7, 2005, and U.S. application Ser. No. 11/420,090 (filed May 24, 2006), now U.S. Pat. No. 7,597,382 and Ser. No. 12/550,478 (filed Aug. 31, 2009) the contents of which are incorporated by reference herein.

FIELD OF THE INVENTION

The present invention relates generally to a member for providing noise reduction to an article of manufacture (e.g., an automotive vehicle) through baffling, sound absorption, a combination thereof or the like.

BACKGROUND OF THE INVENTION

For many years, industry (e.g., the transportation industry) has been concerned with designing members for providing noise reduction (e.g., baffling, sound absorption, combinations thereof or the like) to articles of manufacture such as automotive vehicles. Typically, such members include expandable materials, which may or may not be supported by carrier members, and which, upon expansion, form seals, baffles, sound absorption systems or the like in one or more cavities of an article of manufacture. Design of such members can involve multiple competing characteristics. For example, it may be desirable for the members to be relatively lightweight while still maintaining the ability to exhibit a relatively high degree of noise reduction. Other desirable characteristics for the members can include, without limitation, low cost, ease of assembly, ease of manufacture compatibility with the articles of manufacture to which the members are applied and other factors. Thus, the present invention provides a noise reduction member and system that exhibits at least one, but preferably multiple desirable characteristics.

SUMMARY OF THE INVENTION

The present invention is directed to a noise reduction member. The member typically includes a carrier member and an expandable material. Preferably, the carrier member includes one or more walls for guiding the expansion of the expandable material and will also typically include an attachment for locating the noise reduction member at least temporarily relative to a structure of an article of manufacture. The expandable material is preferably a relatively high expansion material.

BRIEF DESCRIPTION OF THE DRAWINGS

The features and inventive aspects of the present invention will become more apparent upon reading the following detailed description, claims, and drawings, of which the following is a brief description:

FIG. 1 is a perspective view of an exemplary member in accordance with an aspect of the present invention.

FIG. 2 is another perspective view of the exemplary member of FIG. 1.

FIG. 3 is a cut away side view of the exemplary member of FIGS. 2 and 3 applied to a structure of an automotive vehicle.

FIG. 4 is a cut away side view of the exemplary member and structure of FIG. 3 after expansion of an expandable material of the member. to form an exemplary system.

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FIG. 5 is a magnified view of a portion of the exemplary system of FIG. 4.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENT

The present invention is predicated upon the provision of a member suitable for providing noise reduction to one or more structures of an article of manufacture typically by providing baffling, sound absorption, sound deflection, a combination thereof or the like to the structures. Together, the one or more structures and the member form a system or assembly that is generally desirable for the article of manufacture because of the functional attributes (e.g., noise reduction, baffling, sealing, strength, reinforcement combinations thereof or the like) provided by the member. It is additionally contemplated that the member may be able to provide structural reinforcement to the structure of an article of manufacture.

It is contemplated that the member may be employed in conjunction with a variety of structures of various articles of manufacture such as boats, trains, buildings, appliances, homes, furniture or the like. It has been found, however, that the member is particularly suitable for application to structures or assemblies of transportation vehicles such as automotive vehicles. Generally, it is contemplated that the member may be applied to various structures such as components of a body, a frame, an engine, a hood, a trunk, a bumper, a pillar combinations thereof or the like of an automotive vehicle.

The noise reduction member typically includes one or more of the following:

- i) a carrier member that typically includes at least one, but more preferably two, three or more walls, one of which typically includes a through-hole extending there-through, although not required;
- ii) an expandable member connected to the carrier member wherein the expandable material is typically located adjacent (e.g., between) a first and/or a second wall of the carrier member, although again, not required; and
- iii) an attachment (e.g., a fastener) connected to the carrier member the expandable material or both.

Upon expansion, the expandable material can, if desired, be configured to substantially entirely fill a section of a cavity in which the member has been placed. In such an embodiment, the expandable material typically expands to form a foam that spans across a cross-section of the cavity for inhibiting or prohibiting the passage of mass (e.g., dust and debris) and or sound (e.g., noise) through the cavity.

The member of the present invention is typically or primarily employed for sound (e.g., noise) reduction within an article of manufacture (e.g., used as a baffle within a cavity of an automotive vehicle). It is contemplated, however, that the member may be additionally or alternatively used as a separator, a reinforcement, a hole plug, a blocking member, a combination thereof or the like.

The member of the present invention is typically comprised of a carrier member and at least one mass of an expandable material connected to and preferably at least partially supported by the carrier member. The carrier member typically includes at least one, but preferably a plurality of walls and the at least one or plurality of walls typically define a cavity suitable for receipt of at least one mass of expandable material.

Referring to FIGS. 1 and 2, there is illustrated an exemplary member 10 according to the present invention. The member 10 includes a carrier member 12 and a mass 14 of expandable material connected to the carrier member 12.

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Generally, the carrier member **12** and the mass **14** of expandable material may be shaped in a variety of configurations within the scope of the present invention. Thus, the specific shapes and configurations of the carrier member **12** and the mass **14** of expandable material in the figures and description should not limit the present invention, unless otherwise specifically stated.

The carrier member **12** is shown to have a first or top wall **20**, a second or bottom wall **22** and a third or side wall **24** interconnecting the top and bottom walls **20**, **22**. The first wall **20** opposes the second wall **22** and, in the embodiment shown, the first wall **20** is substantially parallel to the second wall **22**. Moreover, the first wall **20**, the second wall **22** and the side wall **24** are each substantially planar, although they may be contoured if needed or desired.

Generally, the walls **20**, **22**, **24** or the carrier member **12** define a cavity **30** suitable for receipt of the mass **14** of expandable material. In the particular embodiment illustrated, the first wall **20** and the second wall **22** (or the planes in which they are disposed) extend away, at skew (e.g., perpendicular) angles **34**, **36** relative to the side wall **24** (or the plane in which it is disposed). In this configuration, the first wall **20**, the second wall **22** and the third wall **24** form a C-shape thereby defining the internal cavity **30**.

It should also be noted that an opening **40** is defined in the carrier member **12** and particularly in the third wall **24** of the carrier member **12**. The particular opening **40** shown is illustrated as a generally rectangular through-hole that extends through the third wall **24** or the carrier member **12**.

Typically, although not necessarily required, the member of the present invention will include one or more fasteners or attachments which may be connected to the carrier member, the expandable material or both. As such, the fastener or attachment may be formed, molded or shaped of the same material of the carrier member and/or the expandable material or, alternatively, may be a separate member that is attached or connected to one or both of the expandable material and the carrier member. The attachment may also be an attachment medium such as an adhesive or magnetic medium.

It is also contemplated that any fastener of the present invention may be formed in a variety of configurations. Examples include, without limitation, arrowhead fasteners, clip, rivets, interlocking mechanisms, combinations thereof or the like.

The illustrated member **12** includes a fastener **44** attached to and integrally formed of the same material of the carrier member **12**. The fastener **44** is illustrated as a flange **46** that opposes a substantial portion of the opening **40** in the side wall **24**. The fastener **44** includes a first generally rectangular portion **50** extending outwardly away from the carrier member **12**, a second generally rectangular portion **52** cantilevered and extending downwardly away from the first portion **50** and a third generally rectangular portion **54** extending outwardly away from the second portion at an angle.

The carrier member **12** can also include one or more securement flanges **60**. Such flanges **60** typically extend toward and/or into the cavity **30** defined by the carrier member **12**, although not required. The exemplary illustrated carrier member **12** includes at least one flange **60** extending into and/or toward the cavity **30** from each of the top wall **20** and the bottom wall **22** of the carrier member **12**. More particularly, both the top wall **20** and bottom wall **22** include a pair of flanges **60** shown as barbs extending into and/or toward the cavity **30** from adjacent opposite edges of each of the top wall **20** and the bottom wall **22** of the carrier member **12**.

The carrier **12** including the walls **20**, **22**, **24** and the fastener or attachment **44** may be integrally formed of a singular

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material or may be separately formed of different materials. Materials for the carrier member and its respective components may be formed of or include, without limitation, metals, polymeric materials (e.g., nylon, polyamide, polyester, polypropylene, polyethylene or others), which may be filled or unfilled (e.g., filled with glass reinforcement fibers) or other materials. As such, the carrier member, may be processed and/or formed using metal forming techniques such as bending, extruding or the like and may be processed and/or formed using polymer shaping techniques such as molding (e.g., blow molding, injection molding compression molding or the like). In one preferred embodiment the carrier is integrally formed of a metal material such as aluminum, steel or the like and is stamped into its desired shape (e.g., the shape shown is FIGS. 1-3).

As discussed, the mass of expandable material may be shaped in a variety of different configurations and there may be multiple different masses of expandable material. Preferably, at least one mass of expandable material is located at least partially (e.g., at least 10% of the volume of the mass) or substantially entirely (e.g., at least 70%, 80%, 90% or more) in the cavity of the carrier member, although not required. It is also preferable for, at least one mass of expandable material to be located at least partially (e.g., at least 10% of the volume of the mass) or substantially entirely (e.g., at least 70%, 80%, 90% or more) between the first wall **20** and second wall **22** of the carrier member **12**, although not required.

The mass **14** of FIGS. 1-3 extends along an axis **64** of elongation and has at least one dimension (D) extending substantially parallel to that axis **64**. That dimension (D) can be selected from length, height or other dimension. In one embodiment, any and/or every diameter of the mass of expandable material taken perpendicular to the elongated axis **64** are shorter than the dimension (D). As used herein, diameter is meant to include any line segment extending from one surface of the mass to another surface of the mass.

It is contemplated that the mass of expandable material may be formed into a variety of shapes and configurations. The walls of the mass may be planar or contoured and the mass may be geometric or non-geometric or a combination thereof. In the embodiment illustrated, the mass **14** of expandable material is generally shaped as a polyhedron having sides that are respectively square and rectangular.

The volume of the mass of expandable material may be relatively large or relatively small prior to expansion thereof. As such, the size or volume of the mass should not be limited unless otherwise specifically stated. Generally, however, preferred embodiments of the invention have a mass of expandable material with a volume that is greater than about 0.5 cm³, more typically greater than about 1.0 cm³, and even more typically greater than about 1.5 cm³ and a volume that is less than about 10 cm³, more typically less than about 4.0 cm³ and even more typically less than about 2.0 cm³.

A variety of expandable materials may be used for the mass of expandable material of the present invention. In one embodiment, the material may be formed of a heat activated material and may flow, cure (e.g., be thermosettable), foam or a combination thereof upon exposure to heat. The expandable material may be generally dry to the touch and substantially tack free or may be tacky and, in either situation, may be shaped in any form or desired pattern, placement, or thickness, but is preferably of substantially uniform thickness. Exemplary expandable materials are L-7102 and L-7220 foam available through L&L Products, Inc. of Romeo, Mich. Another exemplary expandable material is disclosed in U.S.

patent application titled "Expandable Material", Ser. No. 10/867,835, filed on Jun. 15, 2004 and incorporated herein by reference for all purposes.

Though other heat-activated materials are possible, a preferred heat activated material is an expandable polymer or plastic, and preferably one that is foamable. Particularly preferred materials are epoxy-based, acrylate-based or acetate-based foams, which may be structural, sealing, sound damping, sound absorbing, sound attenuating or a combination thereof. For example, and without limitation, the foam may be an epoxy-based material, including an ethylene copolymer or terpolymer that may possess an alpha-olefin. As a copolymer or terpolymer, the polymer is composed of two or three different monomers, i.e., small molecules with high chemical reactivity that are capable of linking up with similar molecules.

A number of epoxy-based or otherwise based sealing, baffling or acoustic foams are known in the art and may be employed in the present invention. A typical foam includes a polymeric base material, such as an epoxy resin or ethylene-based polymer which, when compounded with appropriate ingredients (typically a blowing and curing agent), expands and cures in a reliable and predictable manner upon the application of heat or the occurrence of a particular ambient condition. From a chemical standpoint for a thermally-activated material, the structural foam is usually initially processed as a flowable thermoplastic material before curing. It will cross-link upon curing, which typically makes the material incapable of further flow (e.g., thermoset).

One advantage of the preferred foam materials over prior art materials is that the preferred materials can be processed in several ways. The preferred materials can be processed by injection molding, extrusion, compression molding or with a mini-applicator. This enables the formation and creation of part designs that exceed the capability of most prior art materials.

While preferred materials have been disclosed, other materials may be used as well, particularly materials that are heat-activated or otherwise activated by an ambient condition (e.g. moisture, pressure, time, chemical reaction or the like) and cure in a predictable and reliable manner under appropriate conditions for the selected application. Of course, the material may also be formed of non-activatable materials, non-expandable materials or otherwise. Thus, upon activation, the material may soften, cure and expand; soften and cure only; cure only; soften only; or may be non-activatable.

One example of an expandable material is the epoxy based resin disclosed in U.S. Pat. No. 6,131,897, the teachings of which are incorporated herein by reference. Some other possible materials include, but are not limited to, polyolefin materials, copolymers and terpolymers with at least one monomer type an alpha-olefin, phenol/formaldehyde materials, phenoxy materials, and polyurethane materials with high glass transition temperatures. See also, U.S. Pat. Nos. 5,766,719; 5,755,486; 5,575,526; and 5,932,680, (incorporated by reference). In general, desired characteristics of the material can include adhesion durability properties or the like, although such properties are not necessarily required. Generally, it is desirable that the material does not generally interfere with the materials systems employed by automobile manufacturers or other manufactures.

Other exemplary expandable materials can include combinations of two or more of the following: epoxy resin, polystyrene, styrene butadiene-styrene (SBS) block copolymer, butadiene acrylo-nitrile rubber, amorphous silica, glass microspheres, azodicarbonamide, urea, dicyandiamide. Examples of such materials are sold under the tradename

SIKAELASTOMER, SIKAREINFORCER and SIKABAFFLE and are commercially available from the Sika Corporation, Madison Heights, Mich.

In applications where the material is a heat activated, thermally expanding and/or foaming material, an important consideration involved with the selection and formulation of the material forming the foam is the temperature at which a material reaction or expansion, and possibly curing, will take place. Typically, certain expandable material ingredients become reactive at higher processing temperatures, such as those encountered in an automobile assembly plant, when the material is processed and/or activated along with the automobile components at elevated temperatures or at higher applied energy levels, e.g., during paint or e-coat baking or curing steps. While temperatures encountered in an automobile assembly operation may be in the range of about 148.89° C. to 204.44° C. (about 300° F. to 400° F.), body and paint shop applications are commonly about 93.33° C. (about 200° F.) or slightly higher. If needed, various different blowing agents or blowing agent activators can be incorporated into the composition to cause expansion at different temperatures outside the above ranges. Generally, suitable expandable materials have a volumetric range of expansion ranging from approximately 0 to over 1000 percent. For example a mass of expandable material may expand to form a foam that occupies a volume that is (e.g., is at least partially located within) at least 150%, 200%, 500%, 1000%, 1500%, 2000% or 3000% of the volume occupied by the original unexpanded mass of expandable material.

The material or medium may be at least partially coated with an active polymer having damping characteristics or other heat activated polymer, (e.g., a formable hot melt adhesive based polymer or an expandable structural foam, examples of which include olefinic polymers, vinyl polymers, thermoplastic rubber-containing polymers, epoxies, urethanes or the like) placed along the mold through the use of baffle technology; a die-cast application according to teachings that are well known in the art; pumpable application systems which could include the use of a baffle and bladder system; and sprayable applications.

Formation

The noise reduction member of the present invention may be formed according to a variety of protocols. Generally, the mass of expandable material is placed adjacent one or more walls of the carrier member. It is contemplated that the carrier member may be formed to its desired shape followed by placement of the mass of expandable material at least partially within or more substantially entirely within the cavity formed by the carrier member. In the illustrated embodiment, the carrier member **12** is formed to shape and the mass **14** is automatically, semi-automatically or manually placed within the cavity **30** of the carrier member **12**. As can be seen, the flanges **60** of the carrier member **12** contact and/or extend into the mass **14** of expandable material for maintaining the position of the mass **14** relative to the carrier member **12**.

In alternative embodiments, it is contemplated that the carrier member may be formed (e.g., bent or otherwise shaped) about the mass of expandable material such that the mass of expandable material is automatically located within the cavity defined by the carrier member. In such an embodiment, a machine such as a press may be employed to press fit the carrier member about the mass of expandable material.

As another alternative, the mass of expandable material and carrier member are formed and/or shaped substantially simultaneously or at close proximity in time relative to each other (e.g., within 30 minutes, 2 minutes or even 10 seconds). For example, material of the carrier member and the expand-

able material may be co-extruded and then the coextrusion may be cut to shape the noise reduction member.

Application

The noise reduction member may be applied to a variety of locations upon a variety of structures of a variety of articles of manufacture. Typically, the attachment of the noise reduction member will be employed for attaching the noise reduction member to a structure of an article.

For automotive vehicles, the noise reduction member can be located within cavities that are at least partially or substantially entirely formed by automotive vehicle structures such as frame members, body members, roof rails, closure panels (e.g., doors, hoods, trunk lids, tail gates, etc.), or others. In one embodiment, the noise reduction member is particularly suitable for application, acoustic dampening, baffling, sealing or a combination thereof within or adjacent a pillar (e.g., a forward or A-pillar, a central or B or C-pillar or a rearward or C or D-pillar) of an automotive vehicle. For example, the baffle may be located adjacent or within a cavity formed by the pillar for prohibiting or inhibiting the passage of material or sound through the cavity.

Generally, after location of the noise reduction member relative to a structure, the mass of expandable material is typically activated to flow, expand, foam, cure, harden, adhere or any combination thereof. If located within a cavity of a structure, the mass is typically activated to expand or foam to substantially fill and span a cross-section of the cavity of the structure for prohibiting or inhibiting the passage of material or sound through the cavity.

In FIG. 3, the exemplary member 10 has been placed in a cavity 70 of a structure 72 of an automotive vehicle. The structure 72 illustrated is a frame structure or pillar of a vehicle but it shall be understood that the structure may be any of structures discussed herein and other structures as well.

For at least temporarily locating the member 10 in the cavity 70, the fastener 44 of the member 10 has been attached to the structure 72. In the illustrated embodiment, the flange 46 of the fastener 44 of the noise reduction member 10 is extended into and through an opening 78 (e.g., a through-hole) in the structure 72 for attaching the member 10 to the structure. As shown, a cavity 80 is defined between the fastener 44 and the mass 14 of expandable material, the carrier member 12 or both for receiving an edge 82 of a panel 84 of the structure 72 upon insertion of the fastener into the opening 78 of the structure 72. Also, as shown, the cavity 80 includes a widened receiving portion 88 defined by the third outwardly angled portion 54 of the fastener 44 for assisting in extending the fastener 44 through the opening 78 and receiving the edge 82. As can be seen, the member 10 has been located in the cavity 70 such that the first or top wall 20 is directly adjacent and/or below an opening 90 (e.g., a through-hole) in the structure 72 and/or the second or bottom wall 22 is directly adjacent and/or above another opening 92 (e.g., through-hole) in the structure 72.

Upon activation of the mass 14 of expandable material, the mass 14 foams and expands within the cavity 70 of the structure 72. As shown in FIGS. 4 and 5, the mass 10 is expanded to form or expanded a foam material 96 that adheres to walls of the structure 72 defining the cavity 70 and expands such that the foam material 96 substantially fills and span a cross-section 98 of the cavity 70 of the structure 72 for prohibiting or inhibiting the passage of material or sound through the cavity 70. In this manner, the member 10 forms a noise reduction system 100 in conjunction with the structure 72. Advantageously, the opening or hole 40 in the side wall 24 allows the foam material 96 to expand and/or extend through the opening 40 and connect with other portions of the foam

material 96 such that the foam material 96 more substantially entirely spans the cross-section 98 defined by a plane extending outwardly and into from the page at the line defining the cross-section 98 to inhibit or prohibit passage of sound (e.g., noise) and mass or materials through the cavity.

As an added advantage, the first or upper wall 20 of the carrier member 12 and/or the second or lower wall 22 of the carrier member 12 prohibit or at least inhibit the mass 14 of expandable material from expanding over and partially or substantially entirely covering the openings 90, 92 of the structure 72 by the foam material 96. As can be seen, the walls 20, 22 assist the expandable material in forming the foam material 96 with cavities 110 that provide space about the openings 90, 92. Thus, these openings 90, 92 remain useful for allowing components such as wiring to extend into and through the openings 90, 92.

Unless stated otherwise, dimensions and geometries of the various structures depicted herein are not intended to be restrictive of the invention, and other dimensions or geometries are possible. Plural structural components can be provided by a single integrated structure. Alternatively, a single integrated structure might be divided into separate plural components. In addition, while a feature of the present invention may have been described in the context of only one of the illustrated embodiments, such feature may be combined with one or more other features of other embodiments, for any given application. It will also be appreciated from the above that the fabrication of the unique structures herein and the operation thereof also constitute methods in accordance with the present invention.

The preferred embodiment of the present invention has been disclosed. A person of ordinary skill in the art would realize however, that certain modifications would come within the teachings of this invention. Therefore, the following claims should be studied to determine the true scope and content of the invention.

What is claimed is:

1. A noise reduction system, comprising:

- a structure of an automotive vehicle;
- a noise reduction member located within the cavity of the structure, the noise reduction member including:
 - i. a carrier member having a top wall, a bottom wall, and a third wall, the top wall and bottom wall each including a securement flange extending therefrom;
 - ii. a mass of expandable material formed as a polyhedron and having a plurality of walls and located adjacent the top wall so that during expansion at least two sides of the mass will be substantially free of any contact with any wall of the carrier member; and
 - iii. an attachment integrally formed with the carrier member, both the attachment and carrier member formed of a polymeric material and locating the noise reduction member relative to the structure;

wherein upon expansion of the expandable material:

- i. the top wall, upon expansion of the mass of expandable material, shields the expandable material from forming a foam material in a space adjacent the structure;
- ii. the mass of expandable material expands to form a foam that occupies a volume that is at least 500% of the volume occupied by the original unexpanded mass of expandable material;
- iii. the third wall includes opening through which the foam flows during expansion to maximize filling of the structure; and
- iv. the securement flanges extend into the material.

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2. A system as in claim 1 wherein the structure includes an opening and the expandable material is prohibited from forming a foam material covering the opening due to the walls of the noise reduction member.

3. A system as in claim 1 wherein the mass of expandable material expands to form a foam that occupies a volume that is at least 2000% of the volume occupied by the original unexpanded mass of expandable material.

4. A system as in claim 1 wherein, upon expansion, the expandable material substantially entirely fills a section of a cavity of the structure in which the member has been placed and forms a foam that spans across a cross-section of the cavity for inhibiting the passage of mass and sound through the cavity.

5. A system as in claim 1 wherein one of the top and bottom walls is located adjacent an opening of the structure for, upon expansion of the mass of expandable material, shielding the expandable material from forming a foam material that covers the opening.

6. A system as in claim 1 wherein the top wall is substantially parallel to the bottom wall.

7. A system as in claim 1 wherein the volume of the mass of expandable material is greater than about 1 cm³ but less than about 2 cm³ prior to expansion.

8. A system as in claim 1 wherein the expandable material is a heat activated thermosetting material that foams, expands and cure upon exposure to temperature in an e-coat or bake oven.

9. A noise reduction system, comprising:

a structure of an automotive vehicle;

a noise reduction member located within the cavity of the structure, the noise reduction member including:

i. a carrier member having a top wall, as bottom wall, and a third wall, the top wall and bottom wall each including a securement flange extending therefrom;

ii. a mass of expandable material formed as a polyhedron and having a plurality of walls and located adjacent the top wall so that during expansion at least two sides of the mass will be substantially free of any contact with any wall of the carrier member, the material being located in contact with each securement flange; and

iii. an attachment integrally formed with the carrier member, both the attachment and carrier member formed of a polymeric material and locating the noise reduction member relative to the structure;

wherein upon expansion of the expandable material:

i. the top wall, shields the expandable material from forming a foam material in a space adjacent the structure; and

ii. the mass of expandable material expands to form a foam that occupies a volume that is at least 500% of the volume occupied by the original unexpanded mass of expandable material;

iii. the third wall includes an opening through which the foam flows during expansion to maximize filling of the structure; and

iv. the securement flanges extend into the material.

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10. A system as in claim 9 wherein the volume of the mass of expandable material is greater than about 1.5 cm³ but less than about 4 cm³ prior to expansion.

11. A system as claim 9 wherein the top wall is substantially parallel to the bottom wall and the top and bottom wall are substantially perpendicular to the third wall.

12. A system as in claim 9 wherein the mass of expandable material expands to form a foam that occupies a volume that is at least 2000% of the volume occupied by the original unexpanded mass of expandable material.

13. A system as in claim 9 wherein, upon expansion, the expandable material substantially entirely fills a section of a cavity of the structure in which the member has been placed and forms a foam that spans across a cross-section of the cavity for inhibiting the passage of mass and sound through the cavity.

14. A system as in claim 9 wherein the mass of expandable material is located substantially entirely in the cavity of the carrier member, extending along an elongated axis and wherein:

i) the mass of expandable material is substantially entirely located between the top wall and the bottom wall;

ii) the mass of expandable material is generally shaped as the polyhedron having sides that are square, rectangular or both; and

iii) the mass of expandable material is configured to volumetrically expand to a volume that is at least 3000% of its original unexpanded volume.

15. A noise reduction system, comprising:

i. a carrier member having:

a. a top wall and a bottom wall, the top wall and bottom wall interconnecting with a side wall at top and bottom intersection points to define a cavity;

b. a securement flange;

ii. a mass of expandable material formed as a polyhedron and having a plurality of walls so that during expansion at least two walls of the mass will be substantially free of any contact with any wall of the carrier member;

iii. a fastener integrally molded with the carrier member extending into and through an opening of the vehicle structure for attaching the carrier member to the vehicle structure, wherein the fastener is located in between the top and bottom intersection points;

wherein the top wall, bottom wall, side wall, securement flange and fastener of the carrier member are integrally formed of a polymeric material and wherein the top wall, bottom wall and securement flange assist the expandable material in forming cavities that provide space both above and below the carrier member so that any openings in the vehicle structure located in these cavities will not be covered by the expandable material and will remain useful for allowing components to extend into and through the openings such that the size of the cavities formed by the top wall, the bottom wall and the expandable material depends on the length of the top wall, and bottom wall.

* * * * *

UNITED STATES PATENT AND TRADEMARK OFFICE
CERTIFICATE OF CORRECTION

PATENT NO. : 8,276,974 B2
APPLICATION NO. : 13/113164
DATED : October 2, 2012
INVENTOR(S) : Vilcek et al.

Page 1 of 1

It is certified that error appears in the above-identified patent and that said Letters Patent is hereby corrected as shown below:

In Col. 9, line 53, Claim 9
replace “unexpended”
with “unexpanded.”

Signed and Sealed this
Eighteenth Day of December, 2012

A handwritten signature in black ink that reads "David J. Kappos". The signature is written in a cursive, flowing style with a large initial 'D' and 'K'.

David J. Kappos
Director of the United States Patent and Trademark Office